

# 8.0 A HIGH-SPEED TRAIN SYSTEM ACTION PLAN

## 8.1 Conclusion

A combination of a high-speed train system and higher-speed conventional train and bus networks will be essential for meeting the mobility needs of more than 45 million Californians in 2020 and beyond. These combined networks will enhance the street, freeway, and highway systems, as well as the state's major commercial airports, which all will need to expand to meet the projected growth. This should not be a surprise since other areas with comparable circumstances (such as France, Japan, and the Northeast Corridor) have followed this same path.

Meeting the mobility needs of today's population (let alone an estimated increase equal to the current population of Texas) will not be either easy or inexpensive. But, this is an opportunity for Californians to think beyond our experience and plan beyond our tenure. Throughout the state's history, decision-makers and leaders have lived by this dictum. As the century closes, Californians today enjoy the fruits of their visions, hard work and sacrifices. It is our turn to rise to the challenge.

Based on the experience of other countries and projections specific to California, a high-speed train system is a smart investment that would return a benefit of at least two dollars for every public dollar invested. More importantly, once built, the service provided by the system, will yield annual operating surpluses in excess of \$300 million. For this venture to achieve its potential and to provide the surplus benefits, it should be planned, built, and operated as if it were a business investment.

Approaching the high-speed train system as a business will require adopting a different mind-set than that which has shaped the planning, building and operating of trains for over a half-century. Rather than seeking to realize primarily social and political objectives, which require substantial public subsidies to construct and operate, the mind-set that drives the development of the high-speed train system should focus on returning substantial financial,

economic and environmental benefits for whatever public and private investments are made. Failure to apply the new mind-set to this system will place the high-speed train system in jeopardy of needing greater public capital and requiring operating subsidies.

The Authority's statutory authorization and mandates underscore this new mind-set and require the following essential elements for a successful and profitable high-speed train:

- An entity with sole responsibility to plan, build and operate the system;
- A financing plan that limits public investment to capital construction only;
- An ability to procure the best talents and technology available in the world;
- An ability to enter into design-build contracts; and
- An ability to franchise operations to the private sector.

These essential elements should be preserved in order to achieve the financial, economic and environmental benefits described in this plan.

Some high-speed train services in Europe and Japan have generated sufficient revenues to pay for the construction and operation of those services. California will face a different situation. A high-speed train in California must compete with automobiles and airplanes, which have enjoyed decades of public support. For this reason, the initial segments of

**A high-speed train system is a smart investment that would return a benefit of at least two dollars for every public dollar invested.**

the high-speed train network will depend on public resources to construct.

The Authority has sufficient information and analyses to conclude that a high-speed train is a smart investment and should proceed quickly. The next step in the development of the system should be carrying out a program EIR. This phase is the logical and appropriate next step in the project for the following reasons:

- The further engineering and environmental analyses that are part of the initial environmental phase of the project will define with greater specificity the high-speed train technology, corridors and station locations included in this plan.
- The official input of federal, state and local agencies about the project, which is required during this phase, will help further hone the capital costs of the project — even though we are assured by the best technical advisors in the world that the system can be built for the \$25 billion estimate included in this plan. It is reasonable to anticipate that the federal government would become a financial partner in this project, reducing the capital needs to be borne by the California taxpayer.
- The financial plan will benefit from substantive discussions with the private sector about investing in the project. Potential investors will be most interested in how the ridership and revenue projections compare with those of other agencies and their assessment of the future. For example, the business plan assumes annual growth in intercity air and auto travel of 2.5% and 1.3%, respectively. The Federal Aviation Administration applies an annual growth rate of 3.5% for air travel, and the Federal Highway Administration applies an annual growth rate of 2.0% to highway travel. In addition, the business plan does not assume increases in airport congestion or airfare over the next 20 years over what they are today. Ridership and revenues would be substantially higher if growth rates in airfares and air and highway congestion approach or exceed those used by the above agencies. Higher revenues that result from more congestion or increased airfares would reduce the investment the people of California will need to make.

As daunting as building a high-speed train network in California may seem, proceeding in stages is within the political, policy and procedural grasp of state and regional agencies today. High-speed trains are an accepted and relied-upon element of the national transportation systems of countries California claims as major trading partners. High-speed trains are neither futuristic nor far-fetched; they are essential to the economic vitality and quality-of-life of those very nations California considers friends and competitors



**Figure 8.1**  
Recommended Routes to be Studied in the Environmental Clearance Process

on the world stage. A high-speed train network promises to achieve similar benefits for California.

Whether a high-speed train network is built or not, the reality is that California's decision-makers will need to determine how to provide the infrastructure 45-60-80 million Californians will use in this new century. Providing this infrastructure — transportation, power, water, waste — will take one-to-two decades to complete. However, decisions today, with concrete objectives to be obtained in phases, can yield near-term benefits to be enjoyed in a few years. And those decisions, if planned correctly, can contribute to a system that will accommodate the growth as it occurs. This business plan spells out just such an approach.

## 8.2 Recommendations

The Authority recommends that the Governor and the Legislature take the following actions to start the state toward a 21st century passenger train network worthy of California's needs, desires, and aspirations. These recommendations are aimed at achieving the goal of an efficient and prudent high-speed train network for the year 2020 and beyond by proceeding as expeditiously and cost-effectively as possible in discrete stages to preserve future options, protect corridors and provide early benefits to the people of California.

**1. Initiate a formal environmental clearance process with a state-level program environmental impact report (EIR)/federal-level Tier I environmental impact statement (EIS) on the high-speed train network described in this plan (see Figure 8.1).**

Both state and federal law prescribe what is involved in preparing a program EIR and Tier I EIS. The Governor and Legislature should initiate the EIR/EIS effort by allocating \$25 million in state funds over the next two fiscal years. By expending \$12 million in the 2000-2001 state fiscal year, the Governor and Legislature can set in motion the process to secure the engineering, environmental, and outreach services required by statute. Allocating the remaining \$13 million in the 2001-2002 state fiscal year enables completion of this phase of the project according to the timetables set forth in the regulation and statute.

During this phase, detailed engineering work will provide approximately 10 percent of the design. Detailed environmental studies will provide a baseline of data that will serve as the foundation of any further environmental analysis as part of the clearance process. The outreach effort will adhere to state and federal regulations to ensure that not only are Californians provided appropriate notice and opportunity to comment on the project but community and

environmental justice issues are appropriately documented as well.

Completion of this phase will enable right-of-way to be preserved through hardship purchases, provide detailed phasing of the construction of the project, establish performance benchmarks to guide procurement of the system, and narrow the statewide corridor alternatives to be included in project specific EIRs/EISs.

At the conclusion of the program EIR/Tier I EIS, decision-makers can reevaluate funding options and strategies based on more detailed analyses and information — as well as the input of stakeholders spanning the spectrum from local cities to neighborhood organizations. If the project is deemed viable at the conclusion of this phase, an additional \$350 million would be required over the following three-to-four years to achieve full environmental clearance and achieve a 30 percent level of engineering design. The Authority, or its successor, would then have the option to entertain proposals for the private sector to enter into a design-build contract and a franchise with the private sector to operate and maintain.

**2. Increase funding and accelerate planning and programming for intercity and commuter rail improvements that can provide enhanced, higher-speed service to Californians earlier and ultimately become part of the high-speed train network.**

At the same time that a formal environmental process is initiated on the high-speed train network, work should begin to improve the current intercity and commuter rail systems to accelerate the introduction of higher-speed conventional passenger train service in the state. In addition, these improvements should be planned to incorporate eventual statewide high-speed train service.

As a principal funding partner in the state's transportation system, the state is in the ideal position to initiate this effort, which is consistent with the mandate embedded in Propositions 108, 111 and 116. The early part of this decade is an auspicious time to explore the opportunities and benefits of higher-speed conventional passenger rail technology.

gies, especially tilt-train technology in revenue service in Europe and in development in North America. Introducing such technology is consistent with the ideas expressed in this business plan and should be developed in such a manner that the introduction of electrified high-speed train service is a logical next step.

State and regional agencies can implement such an effort, and policies are in place at both levels to accommodate such actions.

**3. Begin an aggressive statewide effort to increase federal funding for both conventional and high-speed trains in California. In addition, this effort should include working with the Federal Railroad Administration (FRA) and high-speed train manufacturers to resolve safety and compatibility issues.**

Implementing the first two items will necessarily involve federal agencies, principally the FRA, the freight railroads, and train manufacturers. A key planning assumption of the Authority is that the high-speed train system must be physically separate and operated entirely apart from any conventional rail services — even when operating at reduced speeds. Federal regulations dictate that the Authority make this assumption, even though technical and operational strategies to incorporate different levels of rail service on the same tracks have been developed in Europe and Asia.

California should aim toward enabling the safe and efficient sharing of track in the state, particularly in urban areas where sufficient space may not exist to permit separate facilities, as is the case in other parts of the world. The impact of such changes on the costs and operation of the high-speed train service, let alone existing services, would be immensely positive, with the ultimate benefit accruing to California's citizens in the more cost-effective and efficient use of its existing investment in rail. The Governor and the Legislature are key to pursuing such changes at both the federal regulatory and legislative levels, as well as encouraging safer equipment from manufacturers.

Moreover, the impact of high-speed train service in the nation's most populous state — and the world's seventh-largest economy — is in the national interest. California should pursue federal funding that contributes significantly to completing the different phases of the project, assisting state and regional and local entities in incorporating high-speed train service in their areas, and reducing the state's share of the investment in the statewide network.

However, in pursuing federal funding, no existing federally-funded project in the state should be disadvantaged. The additive benefits of the high-speed train system promise to be enormous, and the project is deserving of federal investment on its merits. This, too, is an effort that can begin immediately with existing state and regional agencies.

**4. Encourage state, regional and local entities to include high-speed trains in their planning for the future.**

Californians have commented to the Authority that they would like to see greater attention paid to planning for the future transportation needs of the state. This does not necessarily mean planning entirely new facilities but making better use of existing highways, freeways, airports, and rail networks. The time is now to incorporate high-speed trains into the state's transportation future and create the opportunities for such a network to fit seamlessly with the highway/freeway, air, and conventional rail networks that exist today.

Given the statutory requirements for the development of 20-year regional transportation plans that conform to air quality findings, the next round of developing such plans should include a statewide high-speed train network, as well as enhanced, higher-speed intercity and commuter rail service. The Southern California Association of Government's 1998 regional transportation plan contains a regional Maglev high-speed train system. This is an excellent beginning that should be enhanced by the inclusion of the state system as part of the region's 2000 plan.

By adding a high-speed train component to the 2000 plans, state, regional and local agencies will be able to incorporate the benefits of the statewide system on a regional basis, most notably the air quality and travel time savings benefits. In addition, inclusion in the plans will help advance the regional and local discussions about locating stations and ensuring adequate transportation access to the stations. Existing state agencies, with some modification of policy, can initiate this effort.



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# Timetable Example for 2020

This train schedule represents one of many options for high-speed train service in the year 2020. It illustrates how such a service could provide Californians with frequent, reliable high-speed travel. However, it is only a conceptual timetable based upon potential station locations and the best planning data currently available.

The actual schedule for the year 2020 will depend largely upon the market that exists at that time and will change based on demand, similar to airline schedules.



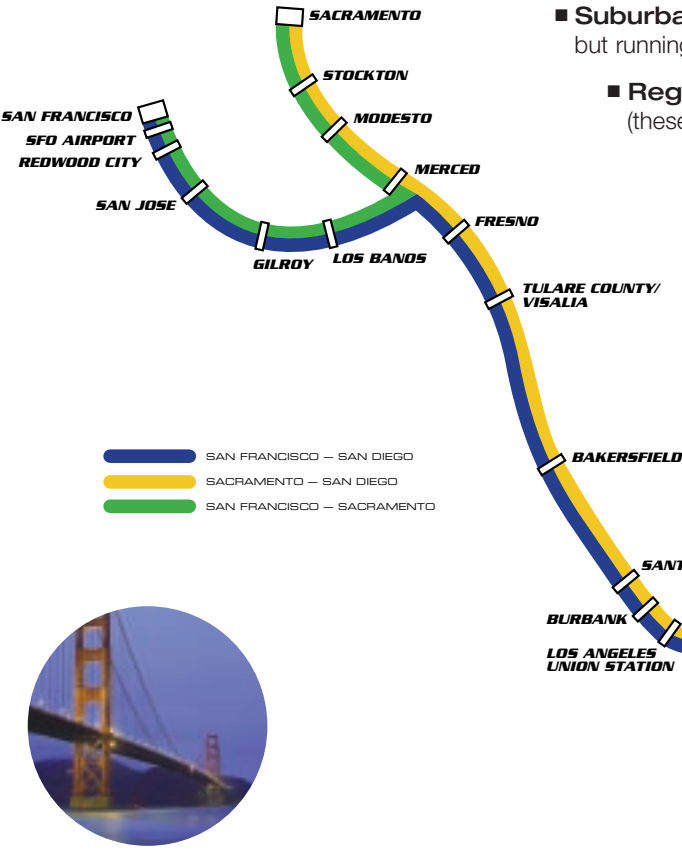
## Types of Service:

The example high-speed train system is over 700 miles long and serves 23 stations. Passengers can travel to and from any station using one of three basic lines:

- 1) San Francisco — San Diego (Blue Line),
- 2) Sacramento — San Diego (Gold Line), or
- 3) San Francisco — Sacramento (Green Line).

There are five levels of service:

- **Express** — stopping at one station between origin and destination
- **Semi-Express** — stopping at a limited number of stations
- **Local** — stopping at every station
- **Suburban Express** — stopping frequently within the major metropolitan regions, but running as an express train between them
- **Regional** — local trains that begin or end in the Central Valley (these mostly operate during commute hours)



## 2020 Weekday Train Schedule:

Example tables representing weekday train schedules for the year 2020 are shown for each line. Each column represents a train. The top number of each column designates the departure time and station location for the train. Each subsequent number down the column represents an arrival time at the next station stop. These also represent boarding times, since the trains will depart promptly 2 minutes after their arrival time.

Columns that have arrows between the arrival times signify an express train. These trains only stop where arrival times are shown. For example, the first northbound Blue Line express train from San Diego leaves at 5:05 a.m. and arrives at Los Angeles Union Station at 6:05 a.m. This train continues as an express train all the way to downtown San Francisco, arriving at 8:37 a.m.

L — LOCAL

E — EXPRESS

R — REGIONAL

S — SEMI EXPRESS

SUB — SUBURBAN EXPRESS

Note: Superscript denotes local service between San Diego and Los Angeles.

Represents an example of statewide weekday train scheduling of future proposed HSR service. Does not represent optimal train timing for all cities served. Based on conceptual operating plan of daily frequency and stopping patterns. No operations modeling or schedule optimization/refinement analysis has been completed for this example. In some cases, train departure times adjusted at intermediate stops to avoid scheduling conflicts.



### NORTHBOUND SERVICE

TRAIN		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49							
SERVICE TYPE		R	L	SUB	SUB	E	S	E	SUB	SUB	L	SUB	SUB	E	L	E	L	SUB	E	SUB	SUB	E	L	SUB	SUB	E	L	SUB	E	SUB	SUB	E	S	E	SUB	SUB	E	S	E	SUB	SUB	E	S	E	SUB	SUB	E	S	E								
San Diego	SD						505a	500a	525a	535a	615a	635a	645a	710a	720a	730a	740a		815a	905a	915a	1010a	1100a	1050a	1140a	1120a		1220p	1210p	100p	1240p	110p		210p		325p	300p	320p		355p	410p	420p	430p	440p	515p	520p		710p	835p								
Mira Mesa	MIR							507a	532a	542a	622a	624a	717a	727a	737a	747a		812a		922a	*		1057a	*	1127a	*		1217p	*		1217p	1247p	117p		*		307p	327p		402p	417p	427p	437p	447p		527p		717p	*								
Escondido	ESC						517a	542a	552a	632a	652a	702a	727a	737a	747a	757a		832a		932a	*		1107a	*	1137a	*		1227p	*		1227p	1257p	127p		*		317p	337p		412p	427p	437p	447p	457p		537p		727p	*								
Temecula	TEC						532a	557a	607a	647a	67a	707a	717a	747a	752a	802a	812a		874a		947a	*		1122a	*	1152a	*		1242p	*		112p	142p		*		332p	352p		427p	442p	452p	502p	512p		552p		742p	*								
Riverside	RIV						549a	614a	624a	704a	724a	734a	759a	809a	819a	829a		904a		1004a	*		1139a	*	1209p	*		1259p	*		129p	159p		*		349p	409p		444p	459p	509p	519p	529p		609p		759p	*									
Ontario	ONT						601a	626a	636a	716a	736a	746a	811a	821a	831a	841a		914a		1016a	*		1151a	*	1221p	*		111p		141p	211p		*		401p	421p		456p	511p	521p	531p	541p		621p		811p	*										
E. San Gabriel	ESG						613a	638a	648a	728a	748a	758a	823a	833a	843a	853a		928a		1028a	*		1203p	*	1233p	*		123p		153p	223p		*		413p	433p		508p	523p	533p	543p	553p		633p		823p	*										
Los Angeles	LA		510a	545a	600a		605a	630a	655a	705a	745a	785a	815a	840a	850a	900a	910a	930a	945a	1005a	1045a	1110a	1200p	1220p	1240p	1250p	105p	120p	140p	200p	210p	240p	255p	310p	400p	425p	430p	450p	510p	525p	540p	550p	600p	610p	615p	650p	705p	715p	840p	935p							
Burbank	BUR		521a	556a	611a			716a	756a		826a	851a					921a		956a		1056a		1231p		101p		151p		221p	251p		*		441p	501p		536p	551p	601p	611p	611p	621p		701p		851p	*										
Santa Clara	SC		536a	611a	626a			731a	811a		841a	906a					936a		1011a		1111a		1246p		116p		206p		236p	306p		*		456p	516p		551p																				
Bakersfield	BAK		601a	658a			719a	*			913a	*	942a		1008a	1043a				1158a		118p	129p	148p		209p	238p		308p	*		514p	*		623p		649p		708p	*		802p	938p	*													
Tulare	TUL		634p				684p				808a				1004a							1044p		134p					334p							714p		724p					734p		1004p												
Fresno	FRE	550p	635a	651a	723a		756a				958a		1019a		1051a						1236p		201p	206p				246p			351p			551p	*								839p	102p													
Los Banos	LB	616a	701a	717a	*						1024a				1117a							1132a		1153a		1247p		243p		258p		343p		334p	403p	448p	457p		524p		639p	647p	707p		757p	828p	817p	848p									
Gilroy	GIL	632a	717a	733a	747a	808a			907a	947a		1040a	1042a		1113a							1137a		1153a		1247p		243p		258p		343p		334p	403p	448p	457p		524p		639p	647p	707p		757p	828p	817p	848p									
San Jose	SJ	647a	732a	748a	802a	823a		844a		922a	1002a		1055a	1057a	1107a		1148a	1132a	1208p		102p	124p		258p	254p	313p		334p	403p	448p	457p		524p		639p	647p	707p		757p	828p	817p	848p		907p		927p	1138p										
Redwood City	RC	703a	748a	804a	818a	833a			938a	1018a		1111a	1113a			1204p		1224p		118p		314p		329p		419p		504p	513p															813p	844p	833p	904p		923p		1114p						
SFO	SFO	714a	759a	815a	829a	850a			940a	1029a		1122a	1124a			1215p		1235p		129p		325p		340p		430p		515p	524p																		814p	828p	855a	944p		915p		934p		1145p	
San Francisco	SF	728a	813a	829a	843a	894a	837a	917a	927a	1003a	1037a	1136a	1158a	1140a	1132a	1229p	1205a	1249p	1237a	143a	157p	232p	339p	327p	354p	335p	407p	444p	505p	529p	538p	525p	557p	630p	712p	728p	748p	740p		838p	909p	858p	929p	847p	948p	935p	100p	1159p	1207a								

### SOUTHBOUND SERVICE

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	SFO	524a	554a	▼	▼	704a	▼	739a	749a	759a	▼	▼	▼	▼	▼	904a	924a	954a	1024a	▼	1144a	▼	▼	▼	1254p	▼	104p	124p	139p	▼	254p	▼	▼	414p	▼	449a	514a	524a	▼	544a	554a	614a	▼	634a	644a	▼	759p	▼	859p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Redwood City	RC	535a	605a	▼	▼	715a	▼	750a	800a	810a	▼	▼	▼	▼	▼	915a	935a	1005a	1035a	▼	1155a	▼	▼	▼	115p	▼	135p	150p	▼	305p	▼	▼	425p	▼	500p	525p	535p	▼	555p	605p	625p	▼	645p	655p	▼	716p	▼	810p	920p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
San Jose	SJ	551a	621a	▼	711a	731a	▼	806a	816a	826a	▼	851a	911a	931a	▼	951a	1021a	1051a	1131a	1211p	▼	1241p	101p	131p	▼	151p	206p	▼	246p	321p	356p	441p	521p	516a	541a	551p	▼	611p	621a	641a	636p	701p	711p	▼	801p	926p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Gilroy	GIL	606a	636a	▼	▼	746a	▼	821a	831a	841a	▼	▼	▼	946a	▼	1006a	1036a	▼	1106a	▼	1226p	▼	▼	146p	▼	206p	221p	▼	336p	▼	▼	456p	▼	531p	556p	606p	▼	626p	636p	656p	▼	716p	726p	▼	841p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Los Banos	LB	622a	▼	▼	▼	▼	▼	847a	▼	▼	▼	▼	▼	▼	▼	1022a	▼	▼	▼	1242p	▼	▼	▼	▼	▼	▼	▼	237p	▼	▼	▼	512p	▼	612p	622p	▼	▼	742p	▼	▼	▼	▼	857p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Fresno	FRO	648a	▼	▼	759a	▼	▼	913a	▼	▼	▼	▼	939a	▼	▼	1048a	▼	▼	1219p	108p	▼	129p	▼	121p	▼	303p	▼	320p	▼	334p	▼	444p	▼	538p	▼	638p	648p	▼	▼	724p	▼	▼	808p	▼	849p	1023p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Tulare	TUL	705a	▼	▼	▼	▼	▼	930a	▼	▼	▼	▼	▼	▼	▼	1105a	▼	▼	125p	▼	▼	▼	▼	▼	▼	▼	▼	320p	▼	▼	▼	444p	▼	538p	▼	638p	648p	▼	▼	724p	▼	▼	808p	▼	849p	1023p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Bakersfield	BAK	500a	731a	112p	▼	838a	858a	▼	▼	958a	▼	▼	▼	1058a	▼	1103a	1168p	▼	1216p	1256p	151p	▼	206p	▼	256p	▼	316p	346p	▼	411p	▼	521p	▼	721p	▼	746p	▼	801p	▼	851p	▼	926p	1106p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Santa Clara	SC	532a	803a	812a	▼	▼	928a	▼	▼	957a	1027a	1037a	▼	▼	▼	1128a	▼	▼	1238p	1268p	▼	1298p	223p	▼	▼	328p	▼	368p	418p	▼	▼	▼	512p	▼	712p	753p	▼	▼	802p	818p	832p	▼	852p	923p	▼	1138p	▼																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Bakersfield	BAK	547a	818a	827a	▼	▼	943a	▼	▼	973a	1043a	1053a	▼	▼	▼	1143a	▼	▼	1253p	1283p	▼	1313p	238p	▼	248p	▼	308p	338p	▼	408p	▼	508p	518p	558p	608p	618p	628p	638p	648p	658p	668p	678p	688p	698p	708p	718p	728p	738p	748p	758p	768p	778p	788p	798p	808p	818p	828p	838p	848p	858p	868p	878p	888p	898p	908p	918p	928p	938p	948p	958p	968p	978p	988p	998p	1008p	1018p	1028p	1038p	1048p	1058p	1068p	1078p	1088p	1098p	1108p	1118p	1128p	1138p	1148p	1158p	1168p	1178p	1188p	1198p	1208p	1218p	1228p	1238p	1248p	1258p	1268p	1278p	1288p	1298p	1308p	1318p	1328p	1338p	1348p	1358p	1368p	1378p	1388p	1398p	1408p	1418p	1428p	1438p	1448p	1458p	1468p	1478p	1488p	1498p	1508p	1518p	1528p	1538p	1548p	1558p	1568p	1578p	1588p	1598p	1608p	1618p	1628p	1638p	1648p	1658p	1668p	1678p	1688p	1698p	1708p	1718p	1728p	1738p	1748p	1758p	1768p	1778p	1788p	1798p	1808p	1818p	1828p	1838p	1848p	1858p	1868p	1878p	1888p	1898p	1908p	1918p	1928p	1938p	1948p	1958p	1968p	1978p	1988p	1998p	2008p	2018p	2028p	2038p	2048p	2058p	2068p	2078p	2088p	2098p	2108p	2118p	2128p	2138p	2148p	2158p	2168p	2178p	2188p	2198p	2208p	2218p	2228p	2238p	2248p	2258p	2268p	2278p	2288p	2298p	2308p	2318p	2328p	2338p	2348p	2358p	2368p	2378p	2388p	2398p	2408p	2418p	2428p	2438p	2448p	2458p	2468p	2478p	2488p	2498p	2508p	2518p	2528p	2538p	2548p	2558p	2568p	2578p	2588p	2598p	2608p	2618p	2628p	2638p	2648p	2658p	2668p	2678p	2688p	2698p	2708p	2718p	2728p	2738p	2748p	2758p	2768p	2778p	2788p	2798p	2808p	2818p	2828p	2838p	2848p	2858p	2868p	2878p	2888p	2898p	2908p	2918p	2928p	2938p	2948p	2958p	2968p	2978p	2988p	2998p	3008p	3018p	3028p	3038p	3048p	3058p	3068p	3078p	3088p	3098p	3108p	3118p	3128p	3138p	3148p	3158p	3168p	3178p	3188p	3198p	3208p	3218p	3228p	3238p	3248p	3258p	3268p	3278p	3288p	3298p	3308p	3318p	3328p	3338p	3348p	3358p	3368p	3378p	3388p	3398p	3408p	3418p	3428p	3438p	3448p	3458p	3468p	3478p	3488p	3498p	3508p	3518p	3528p	3538p	3548p	3558p	3568p	3578p	3588p	3598p	3608p	3618p	3628p	3638p	3648p	3658p	3668p	3678p	3688p	3698p	3708p	3718p	3728p	3738p	3748p	3758p	3768p	3778p	3788p	3798p	3808p	3818p	3828p	3838p	3848p	3858p	3868p	3878p	3888p	3898p	3908p	3918p	3928p	3938p	3948p	3958p	3968p	3978p	3988p	3998p	4008p	4018p	4028p	4038p	4048p	4058p	4068p	4078p	4088p	4098p	4108p	4118p	4128p	4138p	4148p	4158p	4168p	4178p	4188p	4198p	4208p	4218p	4228p	4238p	4248p	4258p	4268p	4278p	4288p	4298p	4308p	4318p	4328p	4338p	4348p	4358p	4368p	4378p	4388p	4398p	4408p	4418p	4428p	4438p	4448p	4458p	4468p	4478p	4488p	4498p	4508p	4518p	4528p	4538p	4548p	4558p	4568p	4578p	4588p	4598p	4608p	4618p	4628p	4638p	4648p	4658p	4668p	4678p	4688p	4698p	4708p	4718p	4728p	4738p	4748p	4758p	4768p	4778p	4788p	4798p	4808p	4818p	4828p	4838p	4848p	4858p	4868p	4878p	4888p	4898p	4908p	4918p	4928p	4938p	4948p	4958p	4968p	4978p	4988p	4998p	5008p	5018p	5028p	5038p	5048p	5058p	5068p	5078p	5088p	5098p	5108p	5118p	5128p	5138p	5148p	5158p	5168p	5178p	5188p	5198p	5208p	5218p	5228p	5238p	5248p	5258p	5268p	5278p	5288p	5298p	5308p	5318p	5328p	5338p	5348p	5358p	5368p	5378p	5388p	5398p	5408p	5418p	5428p	5438p	5448p	5458p	5468p	5478p	5488p	5498p	5508p	5518p	5528p	5538p	5548p	5558p	5568p	5578p	5588p	5598p	5608p	5618p	5628p	5638p	5648p	5658p	5668p	5678p	5688p	5698p	5708p	5718p	5728p	5738p	5748p	5758p	5768p	5778p	5788p	5798p	5808p	5818p	5828p	5838p	5848p	5858p	5868p	5878p	5888p	5898p	5908p	5918p	5928p	5938p	5948p	5958p	5968p	5978p	5988p	5998p	6008p	6018p	6028p	6038p	6048p	6058p	6068p	6078p	6088p	6098p	6108p	6118p	6128p	6138p	6148p	6158p	6168p	6178p	6188p	6198p	6208p	6218p	6228p	6238p	6248p	6258p	6268p	6278p	6288p	6298p	6308p	6318p	6328p	6338p	6348p	6358p	6368p	6378p	6388p	6398p	6408p	6418p	6428p	6438p	6448p	6458p	6468p	6478p	6488p	6498p	6508p	6518p	6528p	6538p	6548p	6558p	6568p	6578p	6588p	6598p	6608p	6618p	6628p	6638p	6648p	6658p	6668p	6678p	6688p	6698p	6708p	6718p	6728p	6738p	6748p	6758p	6768p	6778p	6788p	6798p	6808p	6818p	6828p	6838p	6848p	6858p	6868p	6878p	6888p	6898p	6908p	6918p	6928p	6938p	6948p	6958p	6968p	6978p	6988p	6998p	7008p	7018p	7028p	7038p	7048p	7058p	7068p	7078p	7088p	7098p	7108p	7118p	7128p	7138p	7148p	7158p	7168p	7178p	7188p	7198p	7208p	7218p	7228p	7238p	7248p	7258p	7268p	7278p	7288p	7298p	7308p	7318p	7328p	7338p	7348p	7358p	7368p	7378p	7388p	7398p	7408p	7418p	7428p	7438p	7448p	7458p	7468p	7478p	7488p	7498p	7508p	7518p	7528p	7538p	7548p	7558p	7568p	7578p	7588p	7598p	7608p	7618p	7628p	7638p	7648p	7658p	7668p	7678p	7688p	7698p	7708p	7718p	7728p	7738p	7748p	7758p	7768p	7778p	7788p	7798p	7808p	7818p	7828p	7838p	7848p	7858p	7868p	7878p	7888p	7898p	7908p	7918p	7928p	7938p	7948p	7958p	7968p	7978p	7988p	7998p	8008p	8018p	8028p	8038p	8048p	8058p	8068p	8078p	8088p	8098p	8108p	8118p	8128p	8138p	8148p	8158p	8168p	8178p	8188p	8198p	8208p	8218p	8228p	8238p	8248p	8258p	8268p	8278p	8288p	8298p	8308p	8318p	8328p	8338p	8348p	

## NORTHBOUND SERVICE

TRAIN & SERVICE TYPE		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
		SUB	S	L	E	S	E	L	SUB	S	E	L	SUB	S	E	S	E	L	S	E
San Diego	SD	450a	515a	545a	600a	625a	700a	835a	840a	1000a		1200p	145p	245p	345p		445p	500p		740p
Mira Mesa	MIR	457a	522a	552a	607a	632a	707a		847a	1007a		1207p	152p	252p				507p		747p
Escondido	ESC	507a	532a	602a	617a	642a	717a		87a	1017a		1217p	202p	302p				517p		757p
Temecula	TEM	522a	547a	617a	632a	657a	732a		91a	1032a		1232p	217p	317p				532p		812p
Riverside	RIV	539a	604a	634a	649a	674a	749a		92a	1049a		1249a	234p	334p				549p		829p
Ontario	ONT	551a	616a	646a	701a	726a	801a		94a	1101a		101p	246p	346p				601p		841p
E. San Gabriel	ESG	603a	628a	658a	713a	738a	813a		95a	1113a		113p	258p	358p				613p		853p
Los Angeles	LA	620a	645a	715a	730a	755a	830a	935a	1010a	1130a	1230p	130p	315p	415p	455p	450p	545p	630p	640p	910p
Burbank	BUR	631a		726a		806a			1021a	1141a		141p	326p	426p				641p		921p
Santa Clarita	SC	646a		741a		821a			1036a	1156a		156p	341p	441p				656p		936p
Bakersfield	BAK		734a	813a		853a		1024a	1108a	1228p		228p	413p		534p		634p	728p		1008p
Tulare	TUL			839a					1134a				439p							1034p
Fresno	FRO		811a	856p		928a		1101a	1151a	103p		303p	456p		611p		711p			1051p
Merced	MER			917a					1212p				517p							1112p
Modesto	MOD		843a	939a				1133a	1229p				534p		643p		743p			1129p
Stockton	STO	822a	855a	949a		1004a		1145a	1241p	139p		339p	546p	617p	655p		755p			1141p
Sacramento	SAC	844a	917a	1008a	941a	1026a	1041a	1207p	103p	203p	239p	401p	608p	639p	717p	739p	817p		849p	1203a

## SOUTHBOUND SERVICE

TRAIN # ▶		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
SERVICE TYPE		R	S	L	L	E	S	E	S	L	E	S	L	S	L	E	S	L	E	L
Sacramento	SAC	520a	645a	710a	730a	755a	830a	930a	1010a	1145a	1230p	155p	300p	410p	450p	505p	525p	605p	900p	
	STO	542a	707a	732a		817a		952a	1032a	1207p	▼	217p	322p	432p	512p	▼	547p	▼	922p	
Modesto	MOD	▼	744a	▼	744a	▼	829a	▼	1004a	1044a	▼	▼	▼	444p	524p	▼	559p	▼	934p	
Merced	MER	▼	▼	801a	▼	▼	▼	▼	1101a	▼	▼	▼	▼	501p	▼	▼	▼	▼	951p	
Fresno	FRO	▼	▼	822a	▼	901a	▼	1036a	1122a	1243p	▼	253p	▼	522p	556p	▼	631p	▼	1012p	
Tulare	TUL	▼	▼	839a	▼	▼	▼	▼	1139a	▼	▼	▼	▼	539p	▼	▼	▼	▼	1029p	
Bakersfield	BAL	600a	▼	817a	905a	▼	938a	▼	1113a	1205p	118p	▼	328p	▼	605p	633p	▼	708p	▼	1055p
Santa Clarita	SC	632a	718a	849a	937a	▼	▼	▼	1237p	150p	▼	400p	456p	637p	▼	▼	▼	▼	1127p	
Burbank	BUR	647a	733a	904a	952a	▼	▼	▼	1252p	205p	▼	415p	511p	652p	▼	▼	▼	▼	1142p	
Los Angeles	LA	658a	744a	915a	1003a	939a	1027a	1039a	1202p	103p	216p	293p	426p	526p	702p	722a	717p	757p	814p	1153p
E. San Gabriel	ESG	715a	801a	932a	1020a	▼	▼	▼	120p	233p	256p	443p	539p	720p	▼	▼	▼	▼	▼	
Ontario	ONT	727a	813a	944a	1032a	▼	▼	▼	132p	245p	308p	455p	551p	732p	▼	▼	▼	▼	▼	
Riverside	RIV	739a	825a	956a	1044a	▼	▼	▼	144p	257p	320p	507p	603p	744p	▼	▼	▼	▼	▼	
Temecula	TEM	756a	842a	1013a	1101a	▼	▼	▼	201p	314p	337p	524p	620p	801p	▼	▼	▼	▼	▼	
Escondido	ESC	811a	857a	1028a	1116a	▼	▼	▼	216p	329p	352p	538p	635p	816p	▼	▼	▼	▼	▼	
Mira Mesa	MIR	821a	907a	1038a	1126a	▼	▼	▼	226p	339p	402p	548p	645p	826p	▼	▼	▼	▼	▼	
San Diego	SD	828a	914a	1045a	1133a	1041a	▼	▼	104p	233p	346p	409p	556p	652p	833p	824p	▼	859p	▼	

**SACRAMENTO — SAN FRANCISCO**

TRAIN		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
SERVICE	TYPE	L	G	S	L	S	L	G	S	L	S	L	S	L	S	L	S	L	S
Sacramento	SAC	525a	610a	700a	800a	915a	1000a	1050a	1100a	1220p	200p	300p	400p	525p	615p	755p	820p	930p	
Stockton	STO	547a	632a		822a			1027a	1047a			222p		422p					
Modesto	MOD	559a	644a		834a			1038a	1118a			234p		434p			809p		1004p
MER	MER	571a	656a		851a			1051a	1136a			246p		446p					1016p
Los Banos	LB	583a	718a					1138a	1153a			309p	509p				842p		1039p
Gilroy	GIL	649a	734a		924a			1129a	1209p			324p		524p			859p		1054p
San Jose	SJ	704a	749a	812a	939a	1027a	1112a	1144a	1224p	1212p	132p	339p	412p	539p	637p	727p	914p	932p	1109p
Redwood City	RC	720a	805a		955a			1200p	1240p			355p		555p			930p		1125p
SFO	SFO	731a	816a					1211p	1251p			365p		606p			941p		1136p
San Francisco	SF	745a	845a	945a		1100a	1145a				945a	945p	1045p	145p		745p		909p	

**SAN FRANCISCO — SACRAMENTO**

TRAIN	SERVICE	STATIONS																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
San Francisco	SF	530a	600a	625a	650a	738a	945a	1040a	1140a	1245p	140p	300p	340p	400p	455p	515p	620p	800p	940p
	SFO	544a		639a		749a			1154a		154p			414p		529p		814p	1002p
Redwood City	RC	555a	600a			800a			1055p	205p				425p		540p		825p	1044p
	SJ	631a		700a	721a	816a	1016a	1111a	1212a	116p	221p	331p	411p	441a	526p	555p	651p	841p	1011p
Oakland	OL	625a		721a		831a			1236p		235p			456p		611p		855p	1048p
	LB	642a		737a		847a			1252p		252p			512p		627p		912p	1104p
Merced	MER	654a		754a		904a			109p		309p			529p		644p		929p	1119p
	MOD	716a		811a		921a			126p		326p			546p		701p		946p	1135p
Stockton	STO	728a		823a		933a			138p		338p			558p		713p		958p	1145p
	SAN	745a		835a		1190a	1290p	700p	290p	445p	535p	640p		905p		1120p			

STATIONS		SD		MIR		ESC		TEM		RIV		ONT		ESG		LA		BUR		SC		BAK	
		Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full
San Diego	SD	-	-	-	6	-	8	-	9	17	30	17	31	17	31	18	32	18	33	19	33	20	36
Mira Mesa	MIR	-	6	-	-	-	6	-	8	17	30	17	30	17	31	18	32	18	32	19	33	20	36
Escondido	ESC	-	8	-	6	-	-	-	7	16	29	17	30	17	30	17	31	18	32	18	32	20	35
Temecula	TEM	-	9	-	8	-	7	-	-	-	7	-	8	-	9	-	11	17	31	18	31	19	34
Riverside	RIV	17	30	17	30	16	29	-	7	-	-	-	6	-	7	-	9	16	29	17	30	18	33
Ontario Airport	ONT	17	31	17	30	17	30	-	8	-	6	-	-	-	6	-	8	16	29	16	29	18	32
E. San Gabriel	ESG	17	31	17	31	17	30	-	9	-	7	-	6	-	-	-	7	16	28	16	29	18	32
L.A. Union Station	LA	18	32	18	32	17	31	-	11	-	9	-	8	-	7	-	-	-	6	-	7	17	31
Burbank Airport	BUR	18	33	18	32	18	32	17	31	16	29	16	29	16	28	-	6	-	-	-	6	17	30
Santa Clarita	SC	19	33	19	33	18	32	18	31	17	30	16	29	16	29	-	7	-	6	-	-	17	30
Bakersfield	BAK	20	36	20	36	20	35	19	34	18	33	18	32	18	32	17	31	17	30	17	30	-	-
Tulare/Kings Co.	TUL	22	39	22	39	21	38	21	37	20	36	20	35	19	34	19	33	18	33	18	32	16	29
Fresno	FRO	23	41	22	40	22	40	22	38	21	37	20	36	20	36	20	35	19	34	19	34	17	31
Los Banos	LB	24	43	24	43	24	42	23	41	22	40	22	39	22	39	21	38	21	37	20	36	19	33
Gilroy	GIL	25	45	25	44	24	44	24	42	23	41	23	40	22	40	22	39	21	38	21	38	19	35
San Jose	SJ	26	46	25	46	25	45	24	44	24	42	23	42	23	41	22	40	22	39	20	36	19	33
Redwood City	RC	26	47	26	46	26	46	25	45	24	43	24	43	23	42	23	41	23	41	22	40	21	37
S.F. Airport	SFO	26	47	26	47	26	46	25	45	24	44	24	43	24	42	23	41	23	41	23	40	21	37
Downtown S.F.	SF	27	48	26	47	26	47	26	46	25	44	24	44	24	43	24	42	23	42	23	41	21	38
Merced	MER	24	42	24	42	23	41	23	40	22	39	21	38	21	38	21	37	20	36	20	36	18	33
Modesto	MOD	25	44	24	44	24	43	23	42	23	41	22	40	22	39	21	38	21	38	21	37	19	34
Stockton	STO	25	45	25	45	25	44	24	43	23	42	23	41	23	41	22	40	22	39	21	38	20	35
Sacramento	SAC	26	47	26	47	26	46	25	45	24	44	24	43	24	42	23	41	23	41	22	40	21	37

## Ticket Prices:

Average expected ticket fares between stations are shown in 1999 dollars. The fares differ according to the distance traveled, and whether or not they are purchased in advance. Actual ticket prices will be developed by the operator based on market conditions, such as distance, time of travel, advanced purchase, and special discounts for frequent travelers, families and seniors. A special "commuter" rate applies to the short-distance trips within the Los Angeles, San Francisco Bay Area and San Diego urban region where stations are spaced much closer together and trains travel at reduced speeds.

STATIONS		TUL		FRO		LB		GIL		SJ		RC		SFO		SF		MER		MOD		STO		SAC	
		Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full	Adv.	Full
San Diego	SD	22	39	23	41	24	43	25	45	26	46	26	47	26	47	27	48	24	42	25	44	25	45	26	47
	MIR	22	39	22	40	24	43	25	44	25	46	26	46	26	47	26	47	24	42	24	44	25	45	26	47
	ESC	21	38	22	40	24	42	24	44	25	45	26	46	26	46	26	47	23	41	24	43	25	44	26	46
	TEM	21	37	22	38	23	41	24	42	24	44	25	45	25	45	26	46	23	40	23	42	24	43	25	45
	RIV	20	36	21	37	22	40	23	41	24	42	24	43	24	44	25	44	22	39	23	41	23	42	24	44
	ONT	20	35	20	36	22	39	23	40	23	42	24	43	24	43	24	44	21	38	22	40	23	41	24	43
	ESG	19	34	20	36	22	39	22	40	23	41	23	42	24	42	24	43	21	38	22	39	23	41	24	42
	LA	19	33	20	35	21	38	22	39	22	40	23	41	23	41	24	42	21	37	21	38	22	40	23	41
	BUR	18	33	19	34	21	37	21	38	22	40	23	41	23	41	23	42	20	36	21	38	22	39	23	41
	SC	18	32	19	34	20	36	21	38	22	39	22	40	23	40	23	41	20	36	21	37	21	38	22	40
	BAK	16	29	17	31	19	33	19	35	20	36	21	37	21	37	21	38	18	33	19	34	20	35	21	37
	TUL	-	-	16	28	17	31	18	32	19	33	19	34	19	35	20	35	17	30	18	31	18	33	19	34
	FRO	16	28	-	-	16	29	17	31	18	32	18	33	19	33	19	34	16	28	17	30	17	31	18	33
	Los Banos	LB	17	31	16	29	-	-	7	-	9	-	11	-	12	-	12	16	28	17	30	17	31	18	33
	Gilroy	GIL	18	32	17	31	-	7	-	-	7	-	8	-	9	-	10	16	29	17	31	18	32	19	34
	San Jose	SJ	19	33	18	32	-	9	-	7	-	-	6	-	7	-	8	17	31	18	32	19	33	20	35
Redwood City	RC	19	34	18	33	-	11	-	8	-	6	-	-	6	-	7	18	31	19	33	19	34	20	36	
S.F. Airport	SFO	19	35	19	33	-	12	-	9	-	7	-	6	-	-	6	18	32	19	34	19	35	20	37	
Downtown S.F.	SF	20	35	19	34	-	12	-	10	-	8	-	7	-	6	-	18	32	19	34	20	35	21	37	
Merced	MER	17	30	16	28	16	28	16	29	17	31	18	31	18	32	18	32	-	-	16	28	16	29	17	31
Modesto	MOD	18	31	17	30	17	30	17	31	18	32	19	33	19	34	19	34	16	28	-	-	15	28	17	30
Stockton	STO	18	33	17	31	17	31	18	32	19	33	19	34	19	35	20	35	16	29	15	28	-	-	16	28
Sacramento	SAC	19	34	18	33	18	33	19	34	20	35	20	36	20	37	21	37	17	31	17	30	16	28	-	-



Intra-regional or "Commuter" Fares



Intercity Fares (Advanced Purchase = Adv.; Full Fare = Full)